

MINUTES
Hamilton County Airport Authority
April 23, 2009
Commissioner Courtroom
One Hamilton County Square
Noblesville, Indiana

Public Session

President Silvey called the public session to order at 6:37 p.m. with Secretary Pickett taking roll call. A quorum was declared present of Tom Kapostasy, Ted Moran, Bob Wilson, Allyn Beaver, and Don Silvey.

President's Report

Silvey passed out a draft budget for 2010.

Indianapolis Executive Airport

Andi Montgomery reported:

- First quarter reports were distributed to Don, Tom and Jennifer.
- Income was forecast at \$43,000 with actual at \$33,000. Farm income will be received in June.
- Expenses were forecasted at \$38,350, actual is \$29,739.00.
- Net fuel income forecasted at \$5,000.00 for 1st quarter with \$4,287.00 received.
- The first quarter payment of \$10,000, to the county, has been made.
- Ending cash balance is \$32,600.00
- Annual fly in benefiting Down Syndrome is June 20th 10 am to 3pm. Volunteers and raffle prizes are still needed.
- Andi would like to discuss Community and Public Relations with the new committee assignments.
- Dan and Andi Montgomery will not be going to Washington to meet with the Congressional Transportation Leaders but talked with NATA and will give the Montgomery's a report.
- Montgomery's have joined the Indy Partnership and IEA will be hosting a LEDO on July 14th at 10 am at the airport. All eight doughnut counties that participate with the Indy Partnership will be represented at the meeting.
- IEA hosted the Westfield Washington Chamber of Commerce membership lunch, several people in attendance asked how they could assist in promoting the airport. They did suggest a web link and would keep promoting it at the conferences they attend.
- Solutions Air Charter will be hosting an open house with the charter air plane on display on May 7th from 5 pm to 7 pm
- The Commemorate Air force is having there annual pancake breakfast on May 2nd in the morning.
- The pole on County Road 200 has been replaced and a new airport sign will be installed.
- The reflectors have been delivered.

Woolpert Engineering Report

Snyder stated on Wednesday, April 22nd five bids were opened for the Runway 18-36 Reconstruction Project. The apparent lowest bidder was the Harper Company. Bids are as follow:

- Harper Company base bid - \$3,142,342.96. Additive Bid - \$17,995.85.
- Reith Riley Construction Company - \$3,265,619.90 Additive bid - \$19,460.00.
- E & B Paving, Inc. base bid - \$3,561,617.61. Additive bid - \$20,584.66.
- Berns Construction Company base bid - \$3,562,786.20. Additive bid - \$63,900.00.
- Hi-Way Paving base bid - \$3,847,811.00. Additive bid - \$20,000.00.

Engineer's Estimate is \$4,090,370.00 for the base bid and \$25,000.00 for the additive bid (removal of 8-unit T-hangar building).

The Harper Company bid was 30% under the engineer's estimate and the additive bid was 39% under the engineer's estimate. Woolpert talked with the State of Indiana, which is helping track some of this stimulus money, and indicated that they are finding on average the lower bidder on the stimulus projects is anywhere between 15 to 30 percent on average below the engineer estimates due to the competitive nature of the projects.

Harper Company is located in Kentucky and have been in business for more than 71 years and have an extreme amount of airfield experience including the Indianapolis International Airport and the Cincinnati Northern Kentucky International Airport. In their bid they specifically highlighted their ability to do fast track projects. Woolpert discussed specific issues with Harper including the specific pay schedules and scheduling associated with it. Harper Company was very quick to address those issues.

Woolpert had identified several haul routes that were to be located adjacent to the runway going all the way back to the airport entrance. Harper Company devised a plan to mill a portion of the runway and at that time they intend to pave it. This is so they can use the existing asphalt to run their heavy trucks on. Their plan includes using a conveyor system which reaches out over into the sub-base area in which they can lay the concrete. This drastically minimizes the impact to the sub-base which will directly lower their cost for the haul routes because it is no longer necessary along the runway. Also they are expecting this process to lower what they have to repair on the sub-base. Those items are bid very competitively and were identified when looking at all the bidders. All of the other proposals planned on building the haul routes as shown on the plans. The proposal by the Harper Company is sufficient to do the job and is very ingenious and will protect the sub-base by lowering the impact in having to repair the sub-base.

There was still a little concern in the unit price and Harper was asked if they would stand behind their price given the general provision are very clear that this is a minor pay item and no unit price negotiation on a minor pay item. The only way they can renegotiate a minor pay item is wait until the total contract is exceeded by 25%. It would take a change of more than \$600,000.00, but their unit price was so low that they would have to hold that price and you could almost do the whole thing. Harper responded in a letter by saying they understand and they would honor their price.

Snyder stated the contractor is required to prepare quality control and a quality assurance program. Harper is preparing that now and during the construction process they are required to have certain technicians there at all times to monitor their work. Woolpert is then there to test it to make sure it meets the conditions. Moran asked is there a provision if they complete early. Snyder said there is no provision to completing early, the FAA does not support those so any early completion would be awarded locally. M. Howard stated there is a \$5,000.00 per day penalty if they go beyond the 45 days plus any allowable weather days. A. Montgomery questioned the early finish date on the restoration of the existing airport road by June 24th and how bad the existing airport road will be. Snyder stated the contractor is responsible to keep that roadway open at all times and is responsible for doing the reconstruction work of the road way at night. The only time the road way will be restricted or partially restricted is at night. Silvey asked if Harper would be willing to hold their price on the alternate beyond the initial contract signing time. Snyder stated that Harper would be able to hold that price at least to early June.

Silvey stated that there was an alternative bid to definitely take down T-Hanger A which is the largest hangar in the way for landing on the taxiway and next to it is a smaller hangar, which is Hangar B. Three people are still renting space in Hangar B. Tearing down T-Hanger B will be an option. Snyder stated he has a contract with and without tearing down T-Hanger B. The FAA has said right now that T-Hanger B is not grant eligible.

Kapostasy asked if the funding for any additional work was pre-approved by the FAA or does IEA need to have local funding in place to act on a good faith basis to having Harper to continue what Woolpert thinks needs to be done if beyond the contract? Snyder stated he would recommend keeping some money at the site, the money that you would go over the grant amount is reimbursable but it is only reimbursable through stimulus money. The readiness availability of that money is undetermined at this time.

.Kapostasy moved to approve the bids and to award to the Harper Company on the recommendation of Woolpert. Moran seconded. Motion carried (3-0-1) Silvey, Kapostasy, and Moran approved. A. Beaver abstained. Kapostasy moved to authorize the engineer to initiate and seek approval and reimbursement from the FAA of a change order, as needed in their judgment, of up to \$150,000.00 with

the Hamilton County Aviation Commission paying for as needed even if not reimbursed by FAA. A. Beaver seconded. Motion carried unanimously. (4-0)

Snyder requested authorization by the Board, in the amount of \$25,000.00, for the Harper Company to proceed with initial responsibility while we wait for the grant application. Harper would like to start video scoping. *Kapostasy motioned to authorize Harper Company to complete services as envisioned by the contract awarded for the amount not to exceed \$25,000.00 which Hamilton County will pay them if the money is not reimbursed by the FAA. Moran seconded. Motion carried unanimously. (4-0)*

Chris requested approval of a pay request for INDOT and FAA in the amount of \$38,061.00 to Woolpert in effort to do administration, finalize the initial design testing fee, finalizing the preliminary report and finalizing the plan in the bidding work associated to the project. *Kapostasy moved to approve the pay request to FAA and INDOT in the amount of \$38,061.00. A. Beaver seconded. Motion carried unanimously. (4-0)*

Snyer stated he would like to present the scope of work and services contract for the inspection for the construction management. It follows Woolpert's standard contracts; it's responsible for the administration of the project, the construction management of the project, the resident inspection and as builds construction testing. The fee for construction services is higher than what would normally be submitted; first the administration work is being submitted bi-weekly through the FAA on a two to three month basis. Phase One is about 4 to 5 days and Phase 2 is the majority of the work. Harper indicated that they do not anticipate working on Saturday or Sunday unless they need to make the schedule or make it up due to weather. *Kapostasy moved to approve the contract between the IEA and Woolpert as laid out as Amendment #3 as the time and materials contract not to exceed \$264,545.00 contingent upon final approve from FAA. A. Beaver seconded. Motion carried unanimously. (4-0)* Snyder requested approval to submit an application for federal assistants in funding the project in the amount of \$3,408,000.00 as well as the associated documents for the stimulus package that is required by the FAA. *Kapostasy moved to submit the application for the federal grant. A. Beaver seconded. Motion carried unanimously. (4-0)*

Snyder requested approval of a as needed services payment in the amount of \$2,037.50 with most of the work associated with the founder survey work that was done for the airport and stacking and also some miscellaneous time with assistance with the board and also a pay request in the amount of \$11,535.96 on the Master Plan, most is related to finalizing the AIP drawings and other miscellaneous. *Kapostasy moved to pay the request of \$2,037.50 for the annual survey work from the annual contract and also \$11,535.96 for the master plan and AIP drawings. A. Beaver seconded. Motion carried unanimously. (4-0)*

Legal Counsel Report

Howard stated he has an ARRA certification sponsor to be signed by the President and legal counsel. In the letter it stated a description of the investment, estimated cost and the funds being used be provided by a website and also available to the public on a website and linked to www.recovery.gov. *Kapostasy moved to authorize the legal counsel and President to sign the ARRA airport sponsor certification form. Moran seconded. Motion carried unanimously. (4-0)*

Howard requested approval of the memorandum with Montgomery Aviation as far as loss of use and loss of revenue. The first 30 days will be paid to the Montgomery's on May 15th then on June 15th with the final payment 15 days after the runway is open and ready to go. *Kapostasy moved to approve the memorandum between the Hamilton County Airport Authority and Montgomery Aviation. A. Beaver seconded. Motion carried unanimously. (4-0)*

Howard requested approval of Resolution 4-23-09-1, A Resolution of the Hamilton County Airport Authority Concerning the Airport Runway Reconstruction Project. It's an authorization that Don Silvey, as President and Kim Rauch, as Secretary have the authority to approve and sign documents for the reconstruction project. *Kapostasy moved to adopt the Resolution that approves the President and Secretary to conduct all activities necessary to make the project work as outlined on the Resolution. A. Beaver seconded. Motion carried unanimously. (4-0)*

New Business [7:42]

Silvey stated he has received notice that ASMI, the company maintaining the ILS (Instrument Landing system), has been sold and they are requesting an assignment of contract to Vaisala. Howard stated that in the agreement there is a 60 or 90 day cancellation clause. D. Montgomery says the same individuals are running the new company under the new name. *Kapostasy moved to approve the assignment of our existing contract with ASMI. A. Beaver seconded. Motion carried unanimously. (4-0)*

Adam Dehart, Project Manager with Keele-Webb Associates, representing North Side Trailer, stated they had a lengthy issue with the FAA to get the drainage easement taken care of for a short piece of pipe over to the legal drain. That has been installed and some final grading has been done. In addition to the as builds the Boone County Surveyor is requesting a letter of approval for the construction that took place on the legal drain. *Kapostasy moved to authorize the president sign a letter of approval to Boone County Surveyor that the legal drain work on the airport property is complete. A. Beaver seconded. Motion carried unanimously. (4-0) Howard will draft the letter.*

Next Meeting

June 4th, 2009 with a pre-meeting at 4:00 p.m. to discuss budget. The regular meeting will begin at 4:30 p.m.

Silvey adjourned the meeting.

Others Present

Jack Vupillet
Alli Smock
Sajjad Saah
Adam Dehart, Keele-Webb Associates
Dan and Andi Montgomery, Montgomery Aviation
Evan Yoder
Mike Howard, Attorney
Brad Beaver, County Council Liaison
Chris Snyder, Woolpert
Nick Isenberg, Woolpert
Kim Rauch, Secretary
Jennifer Pickett, Secretary

APPROVED

ATTEST

Don Silvey, President

Jennifer Pickett, Secretary

Date: _____

Date: _____